

**Term Contract No. 928A**

STATE OF NORTH CAROLINA, DEPARTMENT OF ADMINISTRATION		
DIVISION OF PURCHASE AND CONTRACT		
116 West Jones Street, Raleigh, NC 27603-8002		
<b>Term Contract</b>	<b>928A</b>	<b>Tire Retreading</b>
<b>Effective Dates</b>	October 1, 2010 through July 31, 2012	
<b>Bid Number</b>	201000357	
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## 1. GENERAL INFORMATION

**This is the Tire Retreading contract formerly listed as contract 060E. The contract number/commodity code has been changed to 928A to indicate this contract is a service contract.** This change was made for e-procurement purposes and to correctly identify the contract. This contract is available through E-Procurement at the following link: <http://eprocurement.nc.gov/>.

**2. SCOPE OF CONTRACT:** This contract is limited to the furnishing and delivering of retread tires as defined herein. Tires to be retread under this contract are of various sizes, of radial construction, and will need various tread designs for different applications.

This contract is for use by all state agencies, departments, institutions, universities, community colleges (except those exempted by statute), and certain non-state agencies. The major users of this contract are the NC Department of Transportation and Local Education Authorities.

Per House Bill 490, community colleges have the flexibility to not use this contract if they can locate item(s) that are the same or substantially similar in quality, service, and performance as items available under state term contract with all features, terms and conditions being the same.

### **NON-STATE AGENCIES ELIGIBLE TO PARTICIPATE IN THIS CONTRACT**

In accordance with North Carolina General Statutes, certain non-state entities described below, may participate in this contract on a voluntary basis. Any of the non-state entities that choose to participate in this contract must abide by the terms and conditions that are set forth in this contract.

Nonprofit corporations operating charitable hospitals, local nonprofit community sheltered workshops or centers that meet standards established by the Division of Vocational Rehabilitation of the Department of Health and Human Services, private nonprofit agencies licensed or approved by the Department of Health and Human Services as child placing agencies, residential child-care facilities, private nonprofit rural, community, and migrant health centers designated by the Office of Rural Health and Resource Development, private higher education institutions, counties, public school units, cities, towns, governmental entities, volunteer fire departments, rescue squads, and other subdivisions of the State and public agencies thereof.

## 3. PURCHASES FROM OTHER SOURCES:

It shall be understood and agreed that if and when the need arises, including for purposes of retread testing and evaluation, users of this contract may at the State's sole option (or at the non-state agency's sole option, if applicable) purchase certain retread products for special purposes from sources other than this contract. In addition, the State reserves the right to purchase retread tires from other sources when the required retread type, product, and/or size is not available from this contract.

## 4. TAXES

Prices listed on this contract do not include any North Carolina sales or use taxes.

## 5. TRANSPORTATION CHARGES

All prices listed on this contract include all transportation charges for the pick up of used casing(s) and the return of the retread tire(s) to user's location, without additional charge, regardless of the quantity.

## **6. DELIVERY AND PICKUP:**

The contractor agrees to pick up casings from users' site anywhere in the State of North Carolina, two times every month, spaced within approximately equal time intervals. During such pickup the contractor will also deliver all newly retreaded tires intended for that respective user. All charges for pickup and delivery are included in the bid price. A user may give written notice to contractor that it requires less frequent service than stated above and contractor may provide such user service on the allowable less-frequent schedule.

The state expects the delivery schedule to be firm and fully expects compliance with the stated delivery schedule. Failure of the contractor to meet delivery schedules may be cause for removal from the contract.

If there is a shortage of casings in the delivered retreads, the contractor shall either (a) provide the user with replacement casings of value equal to the missing casing(s) at no charge, or (b) reimburse the user the full market value of the missing casing(s). Such full market value shall be determined by a publication of national or regional circulation and acceptance.

In the event the delivery is not received within the contract delivery period, the contractor may be held in default in accordance with paragraph 1, DEFAULT AND PERFORMANCE BOND, in the North Carolina General Contract Terms and Conditions, and the State may procure the articles or services from other sources and hold the contractor responsible for any excess cost occasioned thereby.

If circumstances beyond the control of the contractor result in a late delivery, it is the responsibility and obligation of the contractor to make the details known immediately to the using agency and the Contract Administrator.

## **7. MINIMUM ORDERS**

There is no minimum order quantity.

## **8. ABNORMAL QUANTITIES**

Any agency requirement that exceeds \$50,000.00, must be forwarded to the Division of Purchase and Contract for processing. The Division, at its sole discretion, may process any such requirement in one of the following ways:

1. Purchase may be authorized at the current level of pricing with the current contract vendor(s)
2. Additional discounts from the current level of pricing may be negotiated with the current contract vendor(s)
3. A separate Invitation for Bids may be issued for the requirement

## **9. PLACEMENT OF ORDERS**

Orders are to be placed throughout the contract period on an as-needed basis for the quantity required at the time, and are to be issued directly to the respective contractor.

## **10. ORDERING INFORMATION:**

Contractors are required, upon request of any user, to provide the user with catalogs, descriptive literature, and a listing of authorized dealers complete with toll free phone and FAX numbers. This information is to be provided to the ordering agency within 5 business days of the request. Such information shall be provided at no charge to the user.

## **11. CONTRACT CHANGES:**

Contract changes, if any, over the life of the contract are implemented by contract addenda released by the Contract Administrator. If the contractor is accepting orders and/or delivering through other parties, for example a manufacturer accepting orders and delivering through a dealer network or dealers receiving orders through a network of other dealers, then it is the responsibility of the contractor to apprise such parties of all such contract addenda.

If subcontractors are used by the contractor to perform the retreading or repairing processes, or any part thereof, these subcontractors cannot be changed for the life of the contract without written approval from the Contract Administrator.

## **12. SUBSTITUTIONS:**

Substitutions are not permitted without prior written approval of the Division of Purchase and Contract. Failure of the contractor to comply with this requirement may result in the removal of the contractor from the contract. Any approved substitutions will be noted on the contract.

## **13. PRICE INCREASES:**

All price increase requests by the contractor must be in accordance with the NC General Terms and Conditions and must be approved, in writing, by the Division of Purchase and Contract. All price changes will be noted in the "Addendum" section of this contract and the correct pricing will be listed on the contract.

## **14. PRODUCT RECALL**

Contractor(s) expressly assumes full responsibility for prompt notification to all ordering agencies and the Contract Administrator of any product recall in accordance with all applicable state and/or federal regulations.

## **15. GOVERNMENTAL REQUIREMENTS:**

Contractor shall comply with all applicable laws and regulations of the federal government and the State of North Carolina.

## **16. CASING AND TIRE IDENTIFICATION AND RECORDING:**

Each casing picked up by the contractor from the user's site shall be identified, marked, and continuously tracked through the retreading process in such a manner that the same casing, as a retreaded tire, shall be returned to that particular user, and identifiable by user as belonging to him and specifically correlated to the particular casing used for the retread. Therefore, upon delivery the retreaded tire shall bear, as either a temporary, semi-permanent, or permanent marking, at the contractor's option, the same unique tracking code or number ("casing tracking number") which it was assigned by contractor upon pickup as a casing. It is acceptable, for example, to write a casing-specific bar code number on the side or inside of the tire with an indelible paint stick.

All casing-specific numbers which are issued under this contract, whether in "bar code" or other sequence, shall be contained in an electronic file, or in one of several electronic files, in contractor's computer system. File(s) shall be in Excel format, and shall contain the following columns: contractor's bar code or other casing tracking number, DOT or serial number, tire size, tire brand, tread design, and user code (standardized user codes to be issued by the State). Other data, if any, desired by the contractor for inclusion in the casing tracking file(s) may be so included in additional separate columns. Note that the format of the Excel casing tracking file may be changed by the State in the post-award contractor meeting, but the above is believed to represent the required data. The Excel casing tracking data files shall be transmitted by the contractor to the user, by email or CD at the option of the user and at no additional charge to the user, on a monthly schedule or as otherwise may be required for special circumstances. There is specifically no requirement under this contract that the contractor's tracking system be capable of providing any additional data or service to the user, or to the State generally, though it is contractor's option to offer such at no additional charge.

A hard copy document listing the individual casing tracking numbers for all casings picked up at the user's site, each casing referenced in the same manner identified and marked by the contractor, shall be provided to the user BEFORE the casings are removed. The contractor shall retain a copy of same record, with signature and signature date by an authorized representative of the user at the pickup location. At the contract administrator's request, the contractor shall provide to the administrator a copy of any such list(s) requested, properly signed by the user's representative as specified above.

If upon contract award, a contractor does not possess an operational computerized tracking system, then it is permissible for such contractor, for a maximum of one (1) year after contract award, to instead use a manual casing tracking system in full accordance with the above requirements, EXCEPT that it may lack the required computerization. If at the end of the 1 year duration, such contractor has not implemented a fully-contract-compliant computerized casing tracking system; such contractor shall be removed from the contract.

## 17. INFORMATION REQUIRED ON SIDEWALL:

In accordance with Federal Motor Vehicle Safety Standard (FMVSS) 49 CFR Part 574, information to be permanently molded or branded into or onto one sidewall shall consist of:

- (a) The retreader's assigned identification mark
- (b) Tire size
- (c) Tire type code, or brand-name-owner identification
- (d) Code for week and year of manufacture.
- (e) The DOT symbol with a following "R" (for retread), as required by FMVSS shall be located on the sidewall as specified in Figure 2 of Part 574.

All retreads produced under this contract, in addition to the above information required by FMVSS, shall also have molded or branded into the sidewall, in a location adjacent or near the above information, the following data, which is required by the State:

- (f) The maximum cold inflation pressure (in PSI)
- (g) The load limit (lbs). The retreader shall not change any information on the casing sidewall concerning the stated load capacity of the tire.
- (h) In sizes that may be used in either the single or dual configuration, pressures and load limits for BOTH configurations shall be provided and properly identified.
- (i) Information enabling any other contractor or any user to determine the total number of times the tire has been retreaded upon return of the retreaded casing to the user. (Picked-up casings which have been previously retreaded should have such information already on the sidewall. Training or direction will be provided by the State to assist contractors in use of the sidewall information to determine the number of retread applications on the casing submitted as to the contractor.)
- (j) The total number of times the tire has been retreaded. (Picked-up casings which have been previously retreaded should have such marking already on the sidewall.)

## 18. TIRE INSPECTION:

The contractor shall inspect the casing at his plant at time of receipt, then again during the retreading process, and finally after completion of the process. In accordance with North Carolina Senate Bill 1797, each casing shall receive a state-of-the-art inspection with the use of shearography, ultrasound, electrostatic discharge, high pressure testing, or other industry standard testing methodology.

## 19. REJECTED CASINGS:

If a casing or in-production retread is rejected by the contractor, such unsuitable casing or retread shall be returned to the user without charge, regardless of the amount of work that may have been performed on the casing/retread, and a written report citing the specific reason(s) for the rejection shall be submitted to the user.

If the State determines that the contractor is rejecting casings that are indeed suitable for retreading, the State at its sole option may cancel the contract with that contractor immediately.

## 20. FINAL INSPECTION:

The final inspection shall be in accordance with the provision for "Final Inspection" in "Industry Recommended Practices for Tire Retreading & Tire Repairing." Specifically, the final inspection will include at least a visual examination of the tire while mounted on a spreader under adequate lighting, and the inside and outside of the tire shall be checked. The visual inspection shall be in complete compliance with the final inspection requirements in the above publication.

In addition, due to safety considerations with respect to some of NCDOT's very heavy hauling loads (e.g. dump trucks hauling 15 cubic yards of aggregate), **FOR BEAD-TO-BEAD RETREADS ONLY**, the final inspection shall ALSO include the proper use of high-pressure testing (such as a Matteuzzi machine).

## 21. RETREADING METHODS:

All tire retreading and repairing is to be in full accordance with "Industry Recommended Practices for Tire Retreading & Tire Repairing," latest revision in effect during the life of the contract. All addenda attached thereto are considered a part of that document.

## 22. REPAIR CHARGES:

Charges for repairs shall reflect prices for same as bid herein. For definitions of repair terms used below, see definitions elsewhere herein. Any repairs which are required during the retread process may be billed only as follows:

(1) SPOT REPAIRS:

ALL spot repairs shall be included in the bid price for the retread tire. No separate charges for any spot repairs performed on these tires may be billed. All required spot repairs shall be performed. Contractor's adherence to this requirement is essential due to SAFETY considerations. Because of the seriousness of this matter, if it is determined by the State at any time, by any means, including but not limited to investigation of failures of retreads purchased from contractor and unannounced audits at contractor's plant, that contractor has willfully failed, or is willfully failing, to perform all required spot repairs, the contract may be immediately terminated and remedies sought in accordance with the NC General Contract Terms and Conditions.

(a) For NCDOT Tires: From historical data, the estimated average number of spot repairs performed for 11R22.5 tires is 16, while the estimated average number of spot repairs performed for 1400R24 tires is 20. By way of explanation, contractor is advised that NCDOT tires of all types often operate in an abusive environment, and therefore when presented for retreading are generally not in the relatively "clean" condition typical of tires which may be received from school buses and over-the-road trucks.

(b) For LEAs (Local Education Authorities) Tires: From historical data, the estimated average number of spot repairs performed for all sizes of LEA tires covered by this contract is 5.

(2) SECTION REPAIRS: For ALL users, only section repairs that are visually verifiable on the finished retread shall be charged for. In addition, all section repairs for each tire shall be approved by the user before being performed.

(3) NAIL HOLES: For ALL users, only nail hole repairs that are visually verifiable on the finished retread shall be charged for. All necessary nail hole repairs shall be performed. Advance approval by the user is not required.

(4) OTHER REPAIRS: There shall be no charges for repairs other than of the above types.

## 23. DEFINITIONS:

The following definitions, which are taken from "Industry Recommended Practices for Tire Retreading & Tire Repairing," apply to this bid:

Nail hole: A penetration in the tread area caused by a small object, not to exceed 1/4" (6mm) in a passenger tire or 3/8" (10mm) in a light or medium truck tire.

Spot repair (radial): A repair that is in the rubber portion of the casing only; can be to, but not through any ply. Minor repairs are allowed to belts in the tread area.

Section repair: Repairs, other than nail holes, made to the casing when an injury has extended through 75% or more of the actual plies, or completely through the casing in the tread or sidewall areas. Some jurisdictions may have different limits. [NOTE: The State of North Carolina retread contract adopts these limits.]

All other definitions in "Industry Recommended Practices for Tire Retreading & Tire Repairing," as applicable, apply to this contract.

## 24. MAXIMUM ALLOWABLE AGE OF CASING:

Casings which are more than six (6) years old shall not be retreaded. If user accidentally presents to contractor for pickup a casing older than this, contractor shall return such casing to user, with written explanation.

**25. MAXIMUM ALLOWABLE NUMBER RETREADS ON A CASING:**

Casings may be retreaded a total of three (3) times during the life of the casing for all users. These limits include retreads on the casing completed prior to this contract. If number of times casing has been retreaded cannot be determined from the information contained on the sidewall of the casing as received by contractor, then contractor is to request from user and receive in writing a statement of how many times the casing has been retreaded so that contractor can place correct information concerning same on the sidewall (see "Information Required on Sidewall" herein). In this case, if such statement is not received from user, or if contractor's method of providing sidewall information cannot explicitly state number of retread applications, then contractor shall return the casing at issue to the user, with written explanation.

**26. MAXIMUM ALLOWABLE NUMBER OF NEW NAIL HOLES ON A CASING:**

The maximum number of nail holes permissible for a casing to be retreaded under this contract is as specified in "Recommended Specification Guidelines For Preparing a Tire Retread and Repair Government Bid" (published by Goodyear, as presented on the Tire Retread Information Bureau website: <http://www.retread.org/PDF/RetreadSpecGuide2003.pdf>). See section for "Radial Repairs, Nail Hole", which reads as follows:

**RADIAL REPAIRS****Nail Hole:**

Nail hole injuries may be repaired before or after a tire is buffed. Any number of nail holes may be repaired in the repairable area of a radial truck tire. The only limiting factor is that the repair patches do not overlap. Injuries 3/8" (9mm) and smaller through the approved repairable crown area shall be repaired using a repair patch and a suitable fill material in the injury. If the injury is larger than 3/8" (9mm) in the crown area after the damage and rust have been removed, the tire will require a section repair.

*Any injury through the ply cords of a sidewall will require a section repair.*

**27. WARRANTY:**

All retread tires shall be warranted to be free from defects in workmanship and materials and to give satisfactory service under normal operating conditions for the life of the tread. Should the retread fail while in service and the cause is determined to be faulty workmanship and/or materials, the tire shall be returned to the contractor and be adjusted on the following scale:

<b>Tread life Remaining</b>	<b>% of Credit to Agency</b>
100-80%	100%
79-60%	75%
59-40%	50%
39-20%	25%
19-0%	0%

For retreads provided under this contract, IF THE FAILURE RATE EXCEEDS 1/2 of 1% (0.5%), the contract with that contractor for that type of retread may be immediately terminated and remedies sought in accordance with the contract General Contract Terms and Conditions.

A failure is defined as any event, EXCEPT for road hazards, normal wear and tear, improper inflation, wheel misalignment, vehicle damage, improper mounting by other than contractor, or damage caused by abuse, neglect, collision, vandalism, fire, or chemical corrosion, which results in the tire no longer able to perform in its intended and proper use. Failure rate is defined as the percentage of failed retreads of a particular type (bead-to-bead or pre-cure) which have been delivered by the contractor to a given user (either (a) NCDOT, or (b) the entire group of LEAs), up to that time, when compared against the total number of retreads delivered for that type of retread, by that contractor, to that user, up to that time. For example, if Contractor A has delivered 2000 pre-cure retreads under this contract to NCDOT through March 1, 2009, and on that date the 11<sup>th</sup> failure of Contractor A's pre-cure retreads delivered to NCDOT occurs, then Contractor A has exceeded the 0.5% failure rate allowance.

**28. RETREAD RUBBER SPECIFICATIONS:**

This specification is intended to describe the cured physical properties of a premium tread rubber to be used in the retreading of all tires provided under this contract. All rubber on such retreads shall meet the specifications in the table below.

At any time while the retreads purchased under this contract are in use on the users' vehicles, the user may at its own expense have the tread rubber from any retread tire obtained under this contract analyzed by a lab designated by the State to confirm that the rubber complies with these specifications. In the event that the rubber is determined not to comply, contractor shall rectify the matter to the State's complete satisfaction and in a timely manner. Failure of the contractor to rectify the matter fully may cause immediate termination of the contract and remedies sought in accordance with the NC General Contract Terms and Conditions.

	<b>Minimum</b>	<b>Maximum</b>	<b>Typical</b>
Tensile Strength (PSI)	2350	2900	2400
Elongation (%)	430	600	480
Modulus @ 300%	1250	1900	1300
Hardness*	61	70	64
Specific Gravity	1.110	1.145	1.125
Hydrocarbons by Weight (%)	50	61	50
Polybutadiene Content (%)	0	40	35
Acetone Extract (%)		22	
Carbon Black	N200 or better		

\* Measured using a Shore Durometer, at scale.

**Notes:**

- 1) The composition of the rubber used in retreads produced for other customers or other contracts shall have NO effect on the rubber composition of retreads sold under this contract.
- 2) Tread rubber shall contain no reclaimed rubber (defined as components from scrapped tires, which are ground up for use as "filler").

**29. TREAD WIDTH:**

The actual tread width of the retread tire provided shall be within the range of best industry practice for the tire size and the intended application of the retread. Tires which have a tread width narrower than the lower limit of this best industry practice range may be rejected for not fulfilling the requirements of the contract.

**30. TIRE DIAMETER TOLERANCE:**

Since most or all of the tires purchased under this contract may be used in dual tire and/or tandem axle applications, consistency in diameter is essential, per "Matching of Tires on Dual Wheel Positions," on the Tire Retread and Repair Information Bureau website; <http://www.retread.org/>. Therefore, the diameter tolerance for all new retreads with the same size and tread pattern, throughout the life of the contract, will be as follows:

- |                         |   |
|-------------------------|---|
| 8.25R20 and under:      | No more than 1/4" difference in measured diameter between any two new retreads of a given size and tread design selected at random, regardless of time of selection or elapsed time between production dates of the selected samples. |
| 9.00R20 and up:         | No more than 1/4" difference in measured diameter between any two new retreads of a given size and tread design selected at random, regardless of time of selection or elapsed time between production dates of the selected samples. |
| Twin screw (all sizes): | No more than 1/4" difference in measured diameter between any two new retreads of a given size and tread design selected at random, regardless of time of selection or elapsed time between production dates of the selected samples. |

Diameter of each completed retread, or of the under-tread of each buffed casing, shall be accurately measured by the contractor, for the purpose of determining compliance with this diameter tolerance requirement. Retreads which are out of compliance shall not be sold under this contract. Furthermore, new retreads which are determined by the user to be out of compliance will be returned to the contractor for full credit.



**31. ITEM PRICING:**

Contractors are listed in alphabetical order for each awarded item.

**31.A. GROUP 1: Standard (Pre-cure) Retreads for DOT**

There are multiple awards for precure tires. Listed below are the tread depth and pricing offered by each contractor.

ITEM	TIRE SIZE	TREAD	TREAD DEPTH 32nds MINIMUM	PRICE – Each
1.	11R22.5	LUG (TRACTION)		
CONTRACTORS:	Maness Tire and Recapping		24/32	\$116.80
	White's Tire Service		19/32	\$98.33

2.	NAIL HOLE REPAIRS FOR ITEM 1			PRICE - Each
CONTRACTORS:	Maness Tire and Recapping			No Charge
	White's Tire Service			No Charge

3.	SECTION REPAIRS FOR ITEM 1			PRICE - Each
CONTRACTORS:	Maness Tire and Recapping			No Charge
	White's Tire Service			No Charge

**GROUP 1: Standard (Pre-cure) Retreads for DOT :**

There are multiple awards for precure tires. Listed below are the tread depth and pricing offered by each contractor.

ITEM	TIRE SIZE	TREAD	TREAD DEPTH 32nds MINIMUM	PRICE – Each
4.	1400R24	NON DIRECTIONAL		
CONTRACTORS:	Maness Tire and Recapping		31/32	\$430.40
	White's Tire Service		31/32	\$338.12

5.	NAIL HOLE REPAIRS FOR ITEM 4			PRICE - Each
CONTRACTORS:	Maness Tire and Recapping			\$10.34
	White's Tire Service			No Charge

6.	SECTION REPAIRS FOR ITEM 4			PRICE - Each
CONTRACTORS:	Maness Tire and Recapping			\$48.71
	White's Tire Service			No Charge

**31.B. GROUP 2: Standard (Pre-cure) Retreads for LEA's**

There are multiple awards for precure tires. Listed below are the tread depth and pricing offered by each contractor.

ITEM	TIRE SIZE	TREAD	TREAD DEPTH 32nds MINIMUM	PRICE - Each
7.	11R22.5	RIB (HWY)		
CONTRACTORS:	Clark Tire & Auto		18/32	\$95.66
	Snider Tire		18/32	\$101.07
	White's Tire Service		18/32	\$89.82

8.	255/70R22.5	RIB (HWY)		
CONTRACTORS:	Clark Tire & Auto		18/32	\$88.51
	Snider Tire		18/32	\$89.32
	White's Tire Service		18/32	\$75.74

9.	265/75R22.5	RIB (HWY)		
CONTRACTORS:	Clark Tire & Auto		18/32	\$90.67
	Snider Tire		18/32	\$93.91
	White's Tire Service		18/32	\$83.15

10.	11R22.5	LUG (TRACTION)		
CONTRACTORS:	Clark Tire & Auto		22/32	\$98.88
	Snider Tire		22/32	\$113.04
	White's Tire Service		22/32	\$91.60

**REPAIRS:** LEAs use the DOT pricing listed for precure nail hole and section repairs.

**31.C. GROUP 3: Bead to Bead Retreads for DOT****CONTRACTOR: WHITE'S TIRE SERVICE**

ITEM	TIRE SIZE	TREAD	TREAD DEPTH 32nds MINIMUM	PRICE - Each
11.	11R22.5	RIB (HWY)	19/32	\$127.39
12.	11R22.5	LUG (TRACTION)	24/32	\$139.44
13.	NAIL HOLE REPAIRS FOR ITEMS 11 & 12			No Charge
14.	SECTION REPAIRS FOR ITEMS 11 & 12			No Charge
15.	1400R24	NON DIRECTIONAL	32/32	\$443.60
16.	NAIL HOLE REPAIRS FOR ITEM 15			No Charge
17.	SECTION REPAIRS FOR ITEM 15			No Charge

**31.D. GROUP 4: Bead to Bead Retreads for LEAs****CONTRACTOR: WHITE'S TIRE SERVICE**

ITEM	TIRE SIZE	TREAD	TREAD 32nds MINIMUM	PRICE - Each
18.	11R22.5	RIB (HWY)	19/32	\$127.39
19.	11R22.5	LUG (TRACTION)	24/32	\$139.44
20.	255/70R22.5	RIB (HWY)	18/32	\$115.27
21.	265/75R22.5	RIB (HWY)	18/32	\$117.99
22.	900R20	RIB (HWY)	18/32	\$117.99

**REPAIRS:** LEAs use the DOT pricing listed for bead to bead nail hole and section repairs.

### 32. Contractors

All known minority, women and disabled owned businesses, as well as disabled business enterprises and nonprofit work centers for the blind and severely disabled, including dealers, will be identified with "Minority owned" "Woman owned", "Disabled Owned", "DBE" or "BSD" as appropriate after the vendor number. This is being done in an effort to recognize these businesses and to encourage and promote their use to the greatest extent permitted by law.

When more than one supplier is listed for a particular item, selection should be made, whenever possible, from any of the groups identified above, consistent with agency needs and price considerations.

Contractor Name/Address	Contact Name	Phone/Fax/Email
Clark Tire & Auto PO Box 2108 Hickory , NC 28603	Cliff Motz	828-345-6323 (Phone) 828-322-3328 (Fax)  <a href="mailto:johnclark@clarktire.com">johnclark@clarktire.com</a>
Maness Tire and Recapping, Inc. 611 Airport Rd. Rockingham, NC 28379	Terry Lewis	800-826-9158 (Toll Free) 910-410-8200 (Phone) 910-410-8201 (Fax)  <a href="mailto:tblewis15@yahoo.com">tblewis15@yahoo.com</a>
Snider Tire PO Box 16046 Greensboro, NC 27416-6046	Russ Hunt	800-528-2840 (Toll Free) 336-691-5480 (Phone) 336-691-5488 (Fax)  <a href="mailto:rhunt@snidertire.com">rhunt@snidertire.com</a>
White's Tire Service of Wilson, Inc. PO Box 1469 Wilson, NC 27894-1469	Mike Waal	800-732-6293 (Toll Free) 252-237-5429 (Phone) 252-291-0108 (Fax)  <a href="mailto:whites@whitestireservice.com">whites@whitestireservice.com</a>

### 33. Contract Addenda

Addendum #	Posted Date	Effective Date	Action
1	10/05/2010	10/05/2010	Corrected Tread Depth on Item #1
2	11/12/2010	11/12/2010	Changed White's Tire Service email address
3	09/01/2011	09/01/2011	Maness Tire Price Increase
4	11/01/2011	11/01/2011	Snider Tire Price Increase
5	12/01/2011	12/01/2011	Maness Tire Price Increase
6	02/01/2012	02/01/2012	Clark Tire & Auto Price Increase